



March 7, 2024

DNB ENERGY & SHIPPING CONFERENCE 2024



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MARKET-LEADING CONTAINER SHIP COMPANY WITH STRONG FINANCIALS AND EMPHASIS ON CREATING SHAREHOLDER VALUE



LEADING INTRA-REGIONAL TONNAGE PROVIDER...

- » 63 vessels with ~ 138k TEU capacity ¹
- » Publicly listed since 2017
- » USD 1bn charter backlog and ~80% of days fixed for 2024



...WITH STRONG OPERATIONAL TRACK RECORD EXECUTING ON FLEET RENEWAL...

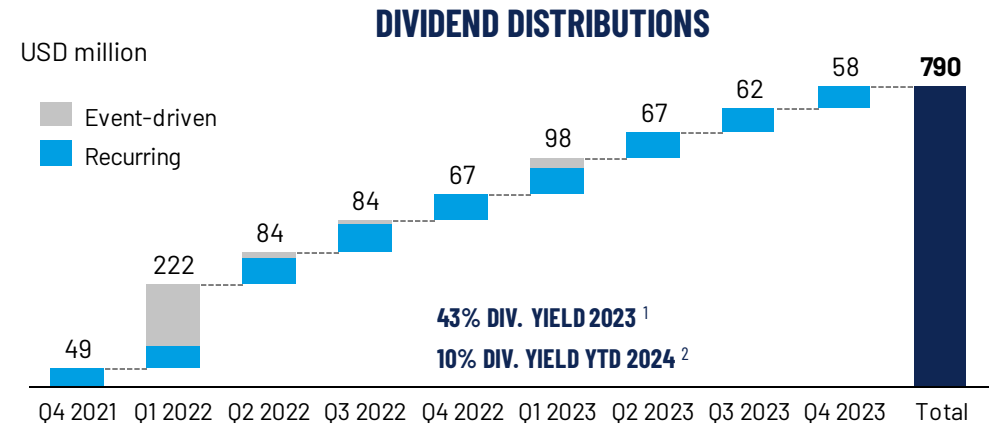
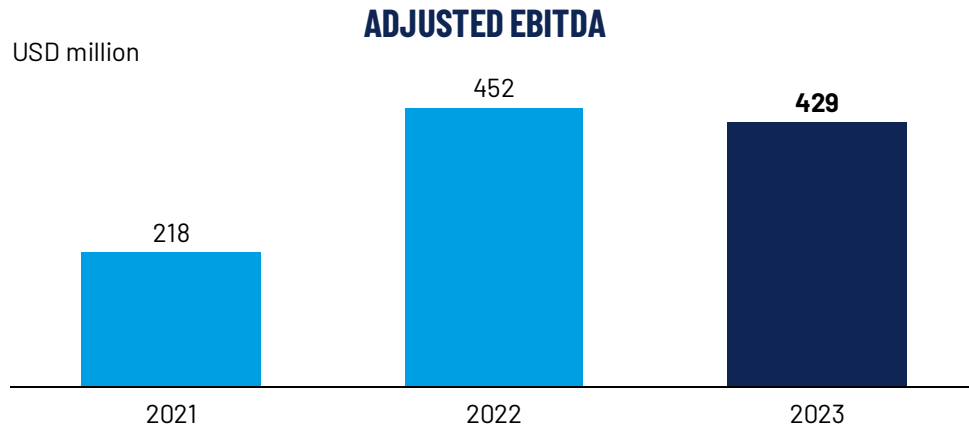
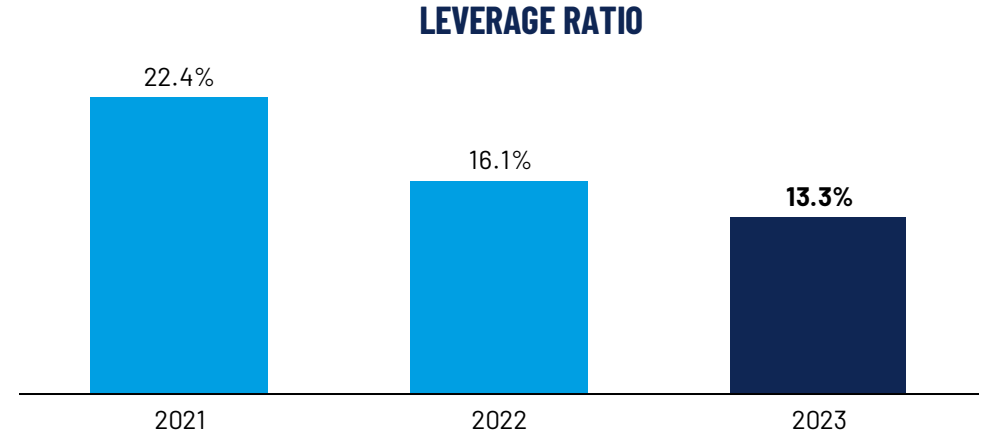
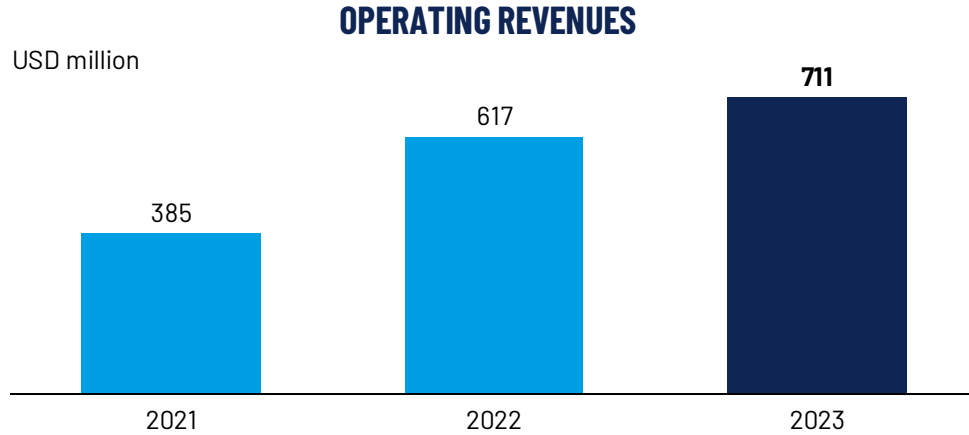
- » History of successful portfolio management and execution
- » Fleet renewal strategy incl. 5x newbuilds and extensive retrofitting activity
- » Committed to GHG emissions intensity reduction in line with IMO-trajectory



...WHILE EMPHASIZING A STRONG BALANCE SHEET AND SHAREHOLDER RETURNS

- » Industry-low leverage of 13.3%
- » 38 vessels debt-free
- » Continued emphasis on shareholder returns with quarterly dividends totaling USD 790m since Feb 2022

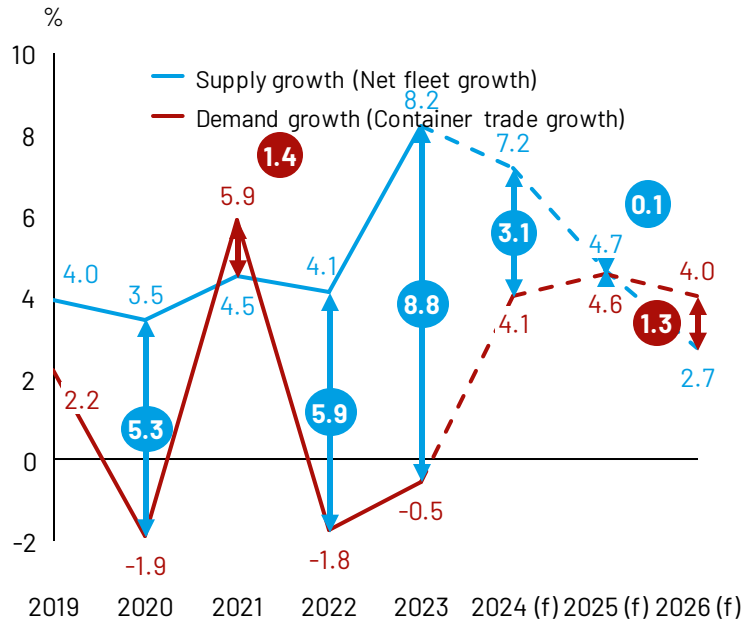
ROBUST OPERATIONAL AND FINANCIAL PERFORMANCE IN 2023



¹ Dividend yield 2023 calculated as total dividends paid from January 2023 to December 2023 divided by opening share price on Jan 2, 2023, of NOK 16.30/share
² Dividend yield YTD 2024 calculated as dividends declared since January 2024 divided by opening share price on Jan 2, 2024, of NOK 13.50/share.
 DPS of USD 0.13 to be paid on March 26, 2024, estimated to NOK 1.3624 per share based on FX rate of 10.48

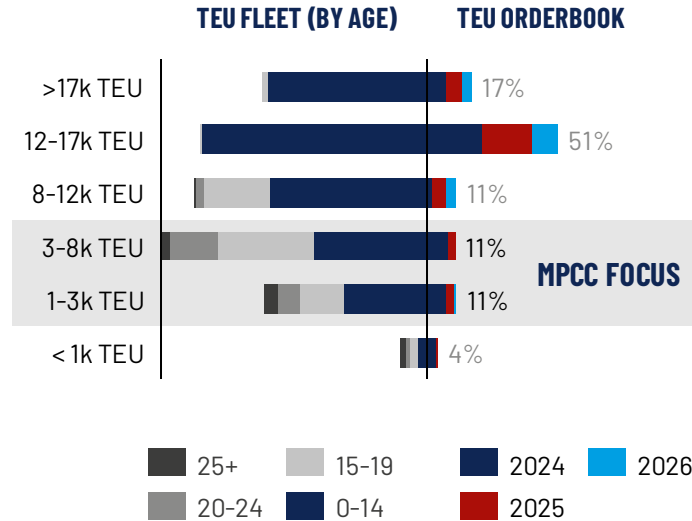
MARKET FUNDAMENTALS CANNOT EXPLAIN THE RATE SITUATION

DEMAND/SUPPLY DEVELOPMENT TOTAL MARKET



- » Total demand growth expected to recover from 2024 onwards, offset by relatively strong supply growth.

MID TERM: FAVORABLE ORDER BOOK-TO-FLEET RATIO FOR FEEDERS



- » +1,000 feeder vessels below 3,000 TEU are today +20 years old.

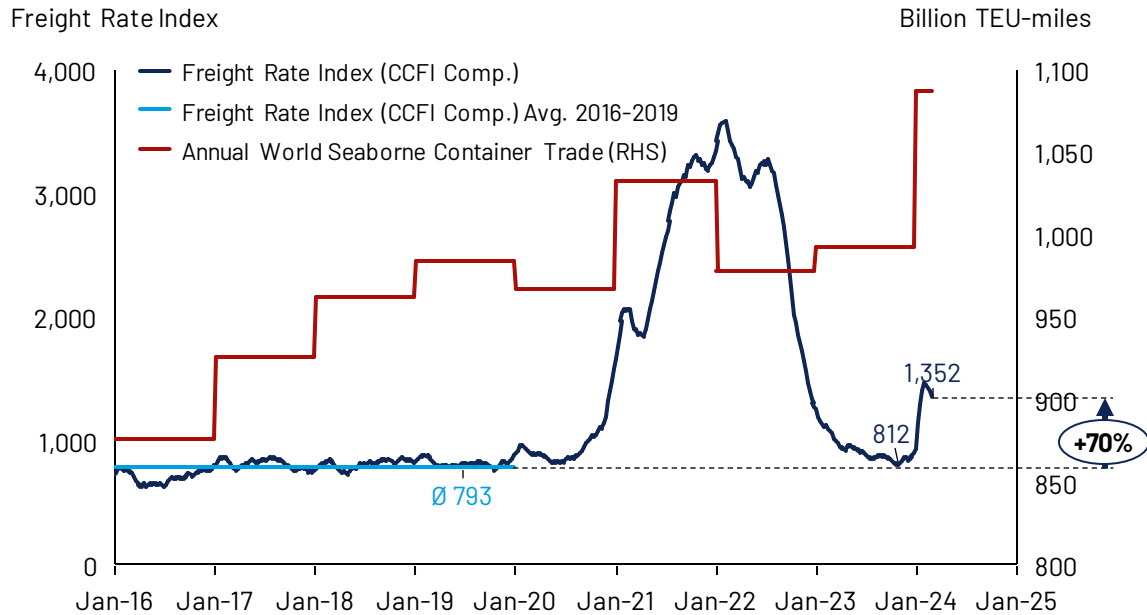
SHORT TERM: THE RED SEA WILDCARD



- » Suez Canal container ship transits down 91% as of mid-Feb vs mid-Dec.
- » +11% additional TEU-mile demand for container ships globally.

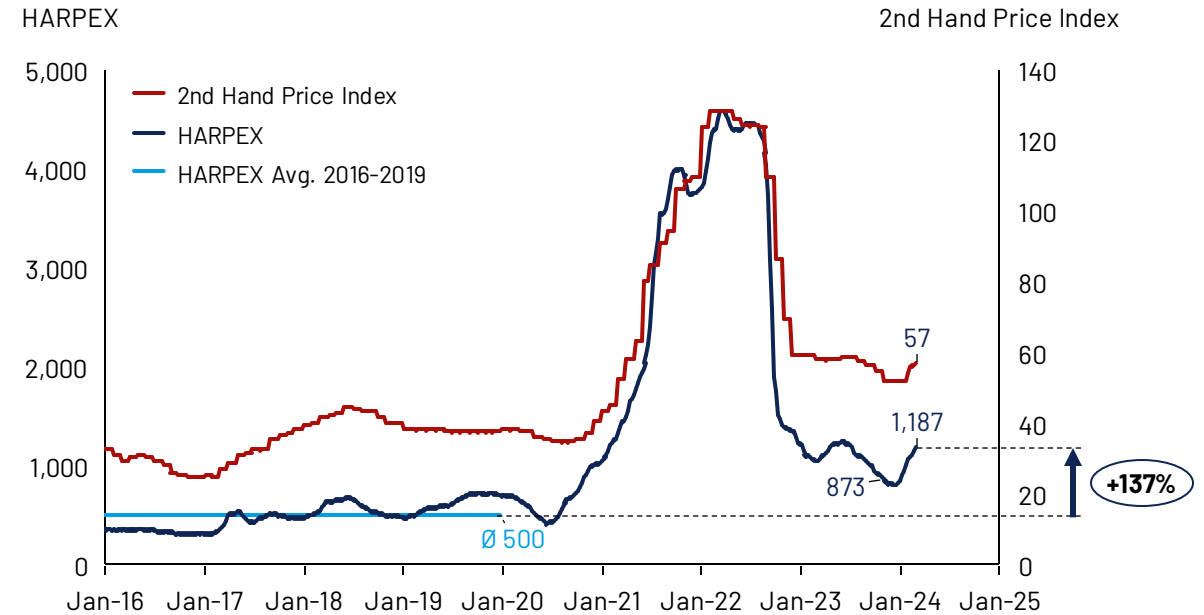
FREIGHT RATES AND CHARTER RATES EXPERIENCED AND UPWARD TREND

CONTAINER TRADE AND FREIGHT RATES



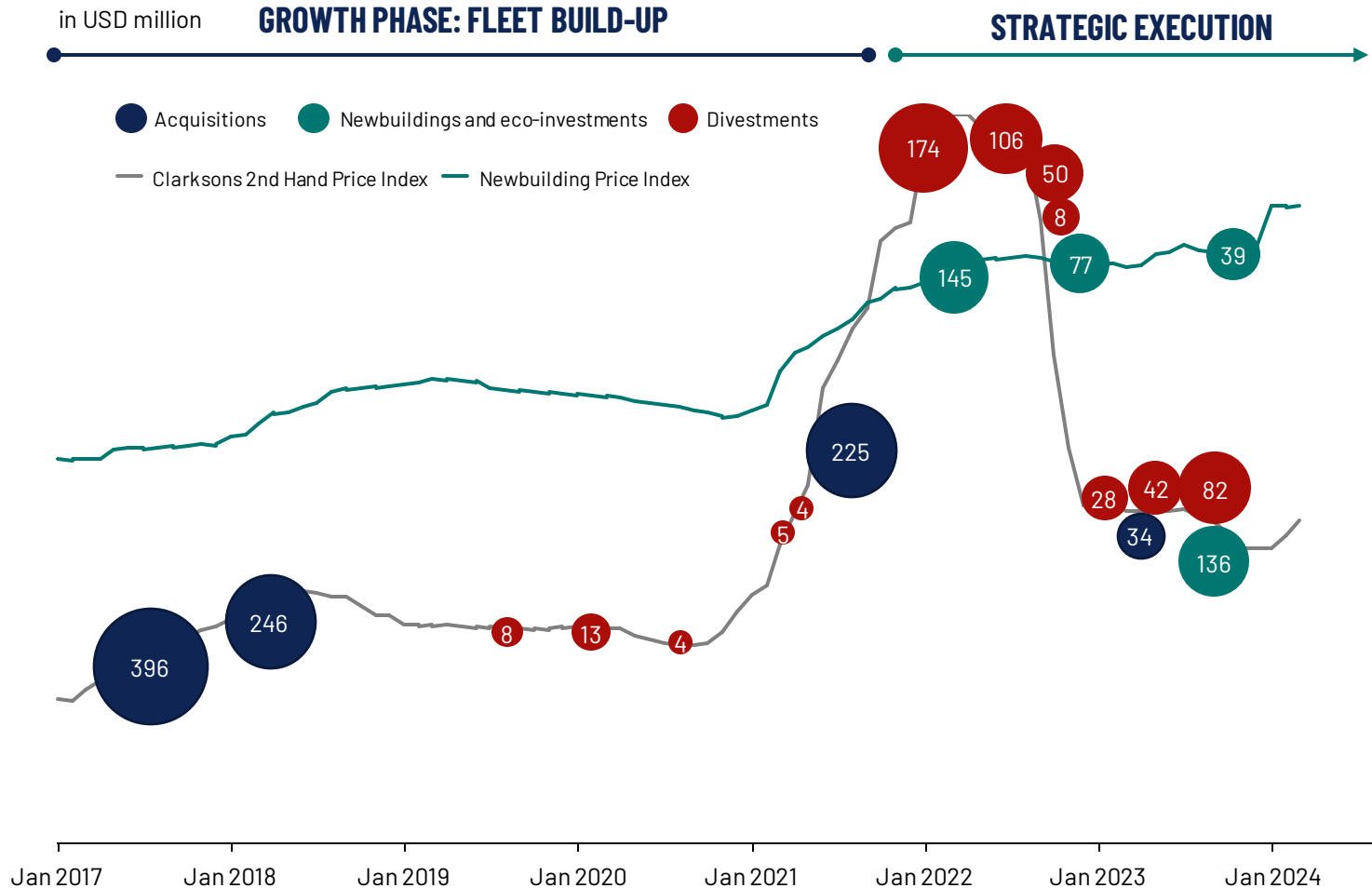
- » SCFI +96% from Dec 1st '23 to March 1, 2024.
- » After Chinese New Year rates have started to soften, widely anticipated as the Chinese New Year would provide a "pressure valve"

CHARTER RATES AND SECOND-HAND PRICES



- » HARPEX +46% since mid-Dec.
- » Premiums paid for vessels willing to sail through the Red Sea.
- » Secondhand prices index +9% since start of year.

STRONG EXECUTION TRACK RECORD POSITIONING FOR FURTHER VALUE CREATION



Historical Fleet Development

- » **Acquisition** of 86 vessels acquired for ~USD 1bn & 10 Newbuildings / Eco for ~USD 400m
- » **Divestments** of 30 vessels sold for ~USD 600m

Strong Competitive Position

- » **63 vessels** (including 5 newbuildings)
- » **USD 1bn** charter contract backlog
- » **Rock solid balance sheet** 38 vessels debt-free
- » **Significant investment capacity** available

Strategic Fleet Renewal

- » Fleet renewal strategy aiming to enhance long-term shareholder value and strengthen fleet competitiveness
- » **USD ~400m** investment commitment incl. newbuilds and extensive retrofits, in part jointly with charter customers

SUMMARY



Leading pure-play container company with solid financial and operational performance, and industry-low leverage.



Market improved towards end-2023 and early 2024, driven largely by the Red Sea crisis, but outlook remains uncertain.



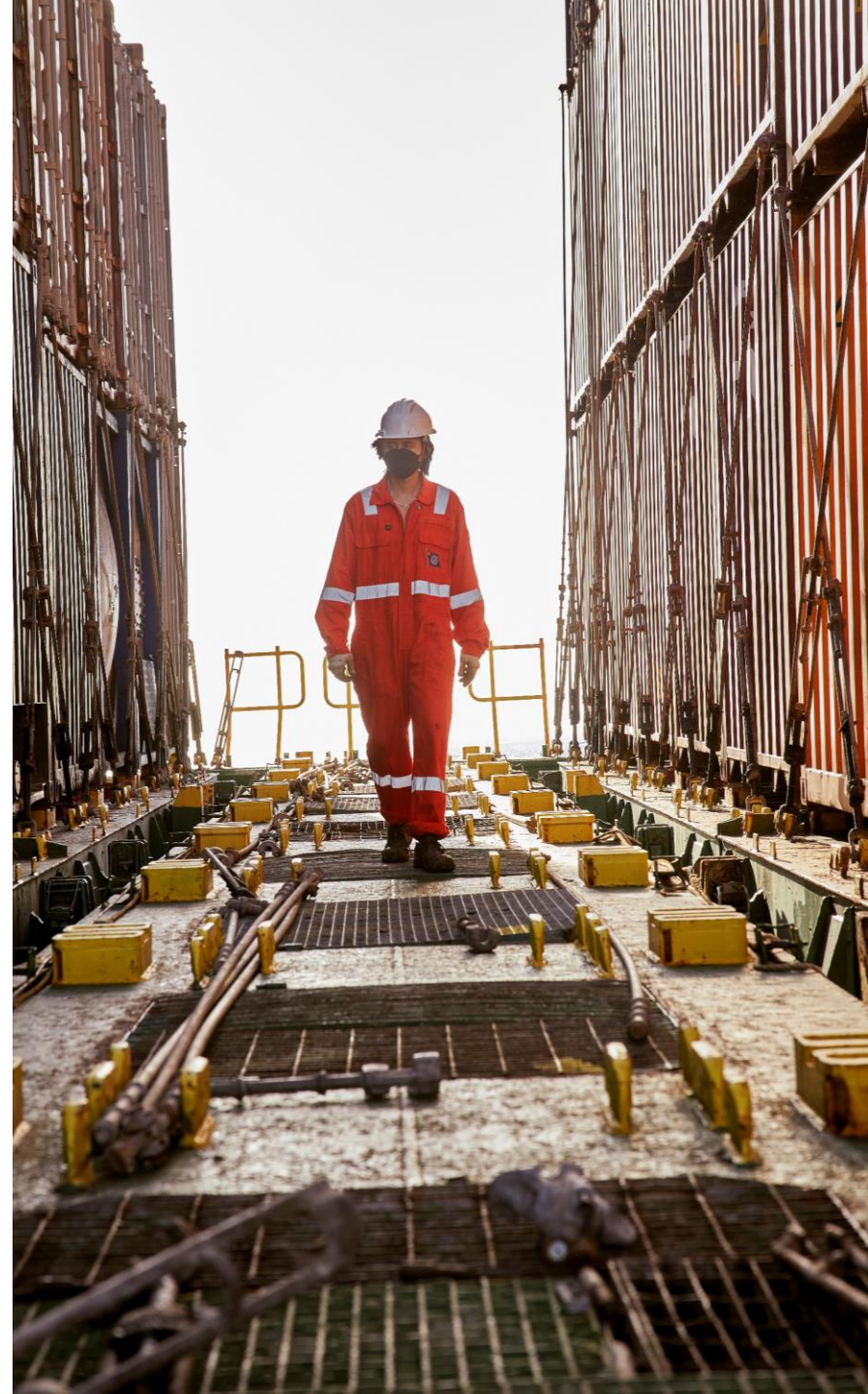
USD 1bn charter backlog and ~80% of days fixed for 2024 provides visibility and earnings potential despite volatile markets.

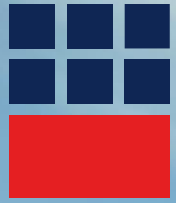


Executing on fleet renewal strategy, enhancing long-term shareholder value and strengthening fleet competitiveness.



GHG emissions intensity reduction targets aligned with IMO emissions trajectory.





MPC CONTAINER SHIPS



SPREADER SWL 50LT
HOOK BEAM SWL 60LT

APPENDIX



EMPHASIZING SUSTAINABILITY ACROSS OPERATIONS



ENVIRONMENTAL COMMITMENT

- » Reduce greenhouse gas emissions and respond proactively to regulatory changes
- » Explore options in limiting our potential negative impact on global biodiversity loss
- » Actively promote sustainable shipping practices



SOCIAL RESPONSIBILITY

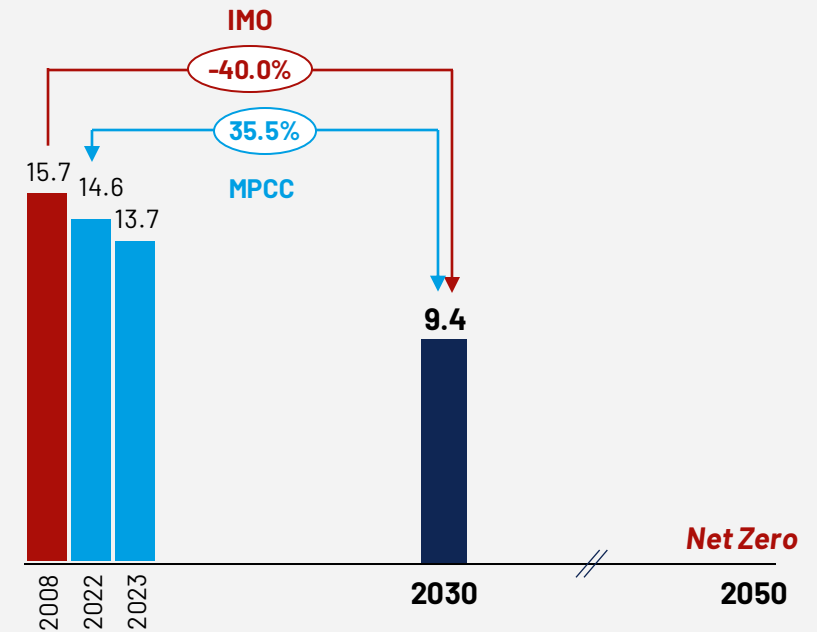
- » Create a supportive and safe work environment
- » Recognize the health and safety challenges in the maritime industry
- » Engage with suppliers to maintain high standards of safety and fairness



GOVERNANCE AND ETHICS

- » Maintain a governance framework built on transparency, trust, and collaboration
- » Foster a culture of accountability and ethical behavior
- » Address human rights risks in our supply chain

TARGETING NET ZERO



MPCC has committed to significantly reducing its Well-to-Wake GHG emissions intensity by **35.5% by 2030** from a 2022 baseline and to **net zero by 2050**, aligning with the IMO trajectory.